

# BookletChart™

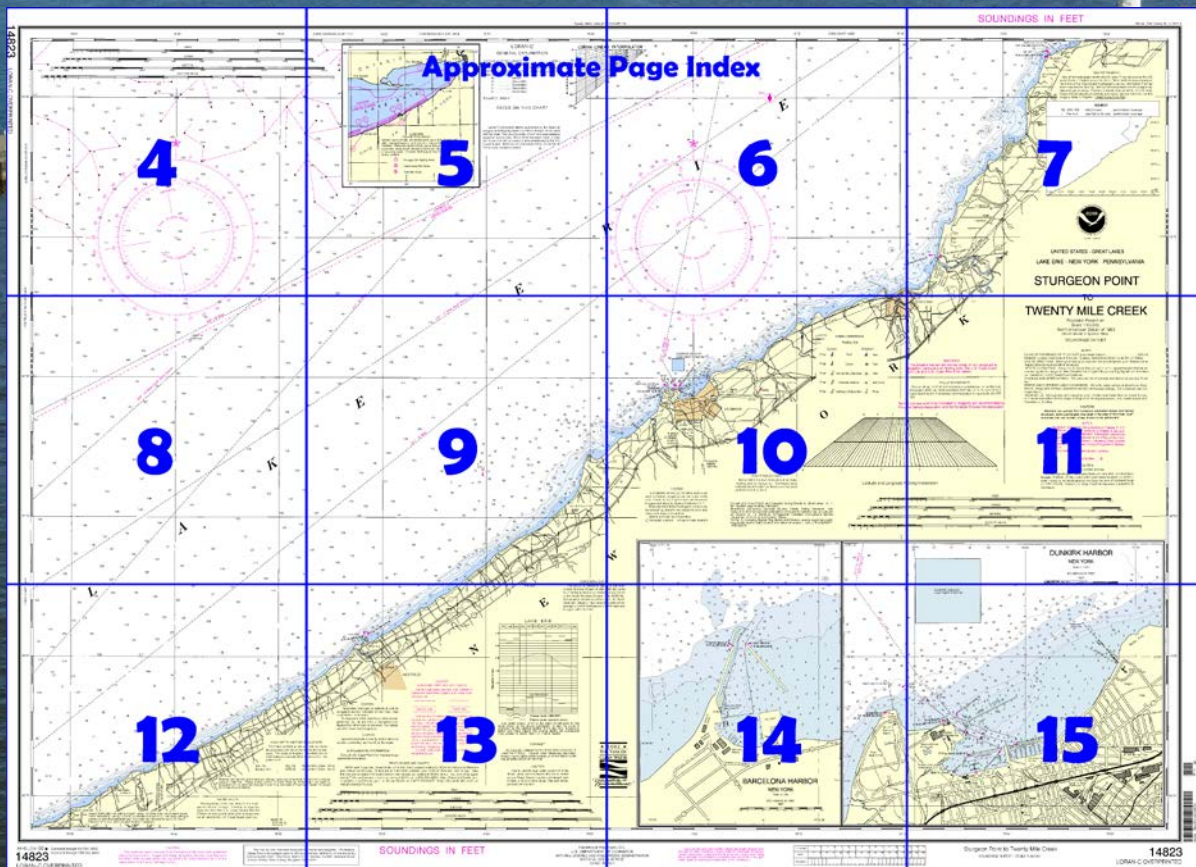
## Sturgeon Point to Twenty Mile Creek NOAA Chart 14823



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14823>



#### (Selected Excerpts from Coast Pilot)

Between **Sturgeon Point** (42°41.4'N., 79°02.9'W.) and **Silver Creek**, about 12 miles southwest, the hydrography is less regular. West of **Big Sister Creek**, about 2 miles from Sturgeon Point, an unmarked boulder ledge with a least depth of 3 feet extends 2 miles offshore.

**Cattaraugus Creek** is about 9.5 miles southwest of Sturgeon Point. A dredged entrance channel leads between two breakwaters and through the creek to a

railroad bridge about 0.8 mile above the mouth. The ends of the breakwaters are marked by lights. In 2009, the controlling depth was 3.1 feet at the midchannel to about 42°34'03"N., 79°08'00"W., thence

shoaling to bare to the head of the project. The channel inside the breakwaters is narrow and unmarked with numerous turns; mariners are advised to seek local knowledge before transiting the creek. Several marinas in the creek provide transient berths, gasoline, diesel fuel, water, ice, electricity, marine supplies, towing, and launching ramps. Mobile lifts to 20 tons are available for hull and minor engine repairs. In 1977, depths of 2 to 10 feet were reported alongside the berths. Between Cattaraugus Creek and Silver Creek, a stony ledge extends 1.5 miles from shore. From Silver Creek, the shoreline trends generally southwest for 10 miles to Dunkirk, and shoal water extends about 0.8 mile offshore.

**Dunkirk Harbor**, about 35 miles southwest of Buffalo Harbor, is in an indentation of the shore between **Battery Point** on the east and **Point Gratiot** on the west. The harbor serves the town of **Dunkirk, NY**. An unmarked **dumping ground** with a least reported depth of 35 feet is 1 mile northeast of Point Gratiot.

**Dunkirk Light** (42°29.6'N., 79°21.2'W.), 82 feet above the water, is shown from a white square tower on Point Gratiot.

**Channels.**—The harbor is entered from Lake Erie through a dredged entrance channel northeast of Point Gratiot. The channel leads southeast between a pier on the west and a detached breakwater on the east to the harbor basin off the Municipal Pier. The pier and breakwater are marked on the channel ends by lights, and the channel limits are marked by buoys. (See Notice to Mariners and the latest edition of the chart for controlling depths.)

Two small-craft harbors on the east and west sides of the Municipal Pier are protected by breakwaters; the breakwaters are marked by lights at the entrances. In 2008, depths of 2 to 5 feet were available in the E basin and 3½ feet in the W basin with shoaling to less than one foot near the western end.

**Anchorage.**—Because of the rock bottom, anchorage in the harbor is poor. The shallow water does not permit mooring to the breakwater.

**Dangers.**—Vessels entering the harbor should hold to the E to avoid the shoals along the southwest side of the channel. As there is no breakwater protection on the east side, the harbor is subject to severe wave action from E storms.

**Small-craft facilities.**—In 1977, it was reported that the Dunkirk Public Dock at the foot of Central Avenue was in an unsafe condition and was no longer being used by commercial vessels. Persons desiring to load or unload cargo at the dock should contact the harbor master or the city engineer for additional information. The dock has water and electricity available for transient small craft. In 1977, depths of 5 to 8 feet were reported along the north end of the east face.

Small-craft facilities southwest of the city dock provide gasoline, diesel fuel, water, sewage pump-out, marine supplies, and a launching ramp. Mobile lifts to 1½ tons are available for emergency hull and minor engine repairs.

Between Gratiot Point and **Van Buren Point** (42°27.2'N., 79°25.0'W.), 4.3 miles southwest, a rocky bank with less than 20 feet of water extends 1 mile from shore. From Van Buren Point, the shoreline trends southwest for about 12 miles to Barcelona Harbor. The shore is clear to within 0.7 mile except just west of Van Buren Point where depths to 19 feet extend 1.2 miles off.

**Barcelona Harbor**, just east of the mouth of **Chautaugua Creek**, is about 17 miles southwest of Dunkirk. Although it is not protected from east winds or strong winds from any direction, it is sometimes used as a harbor of refuge by light-draft vessels.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland	Commander	
	9th CG District	(216) 902-6117
	Cleveland, OH	

# Table of Selected Chart Notes

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.

Refer to charted regulation section numbers.

CAUTION

POTABLE WATER INTAKE

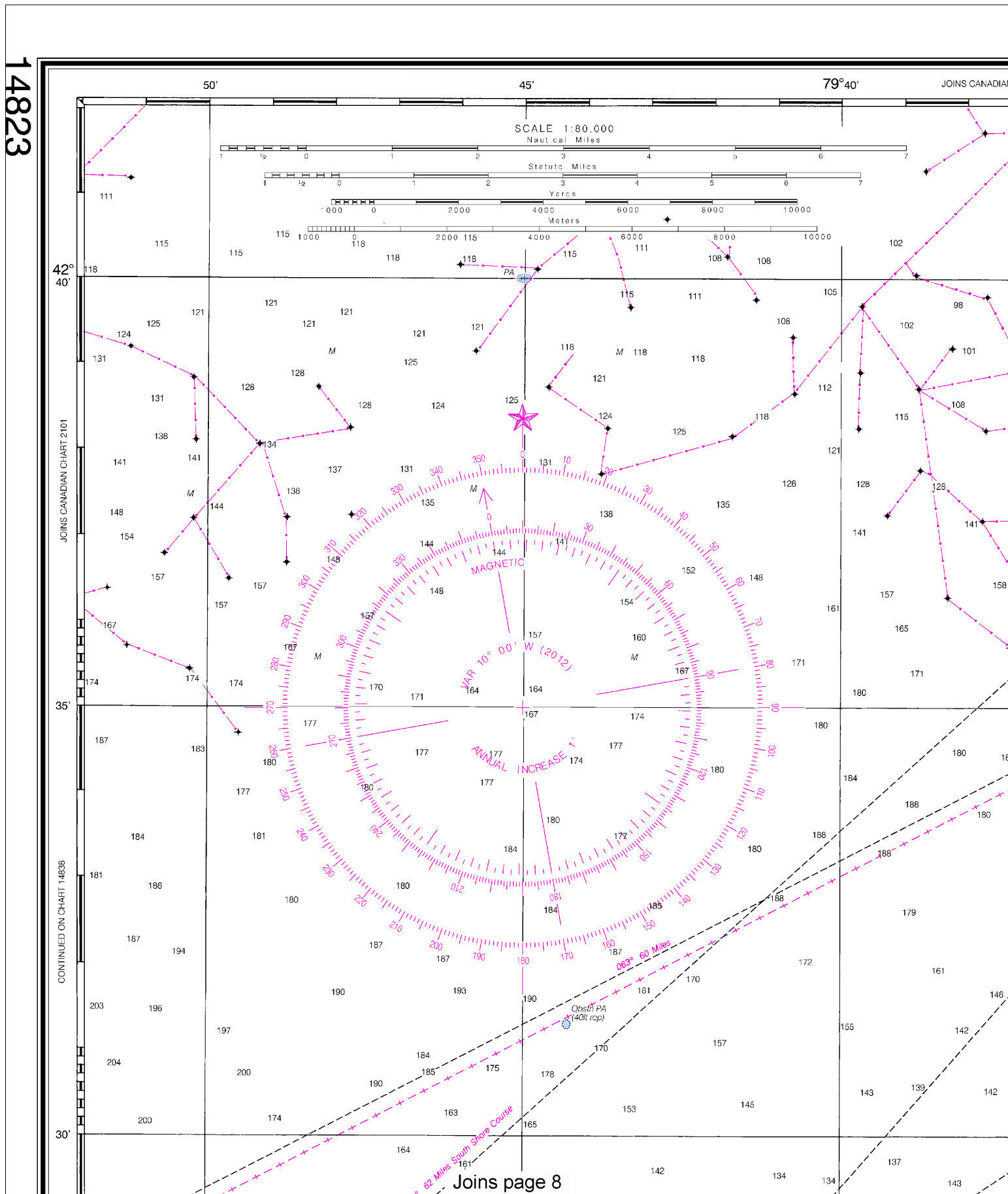
Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

BRIDGE AND OVERHEAD CABLE CLEARANCES: When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AIDS TO NAVIGATION: Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

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4

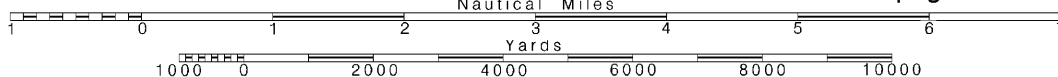


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.





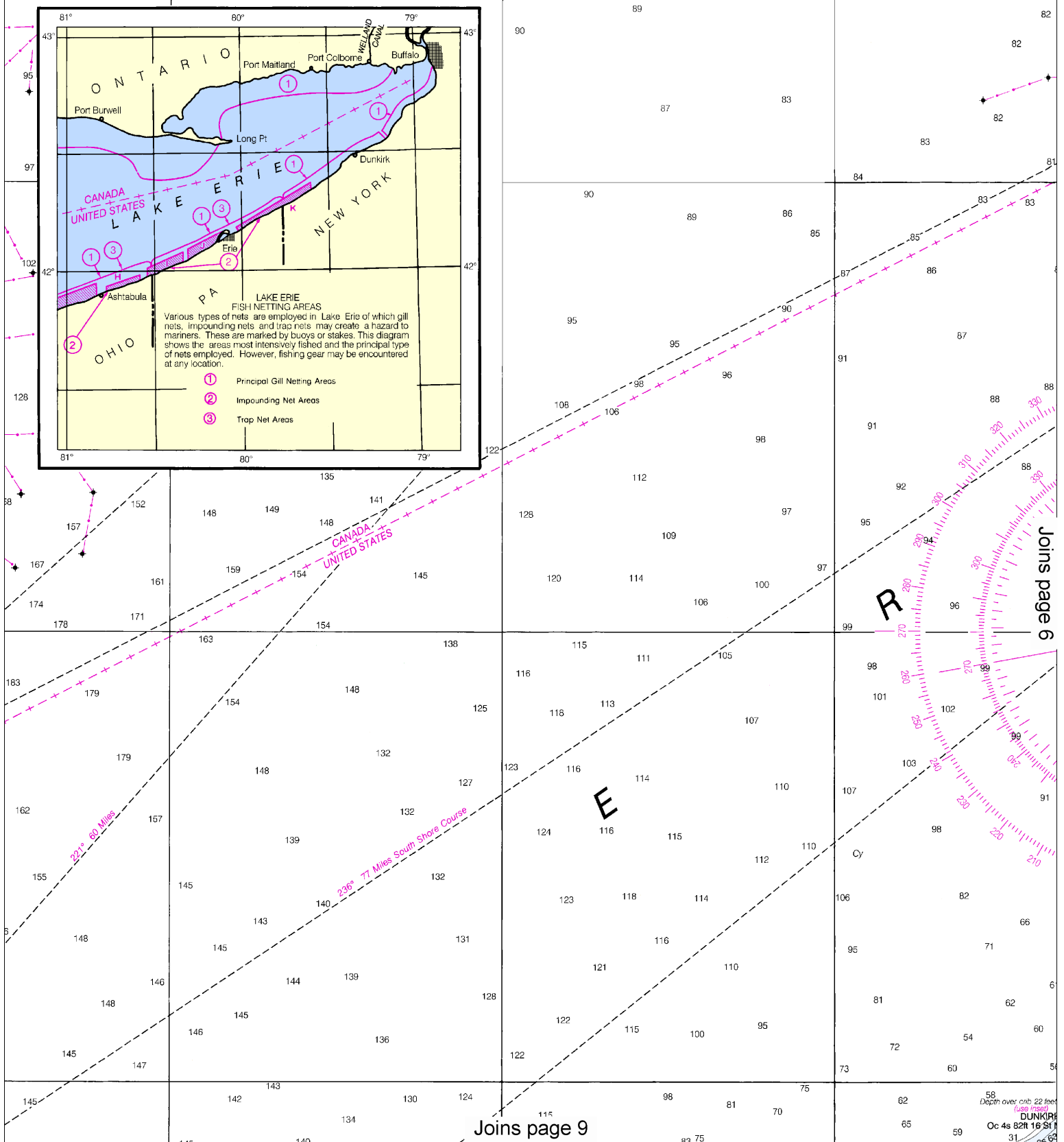
AN CHART 2101

35'

CONTINUED ON CHART 14838

30'

25'



Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:106667. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

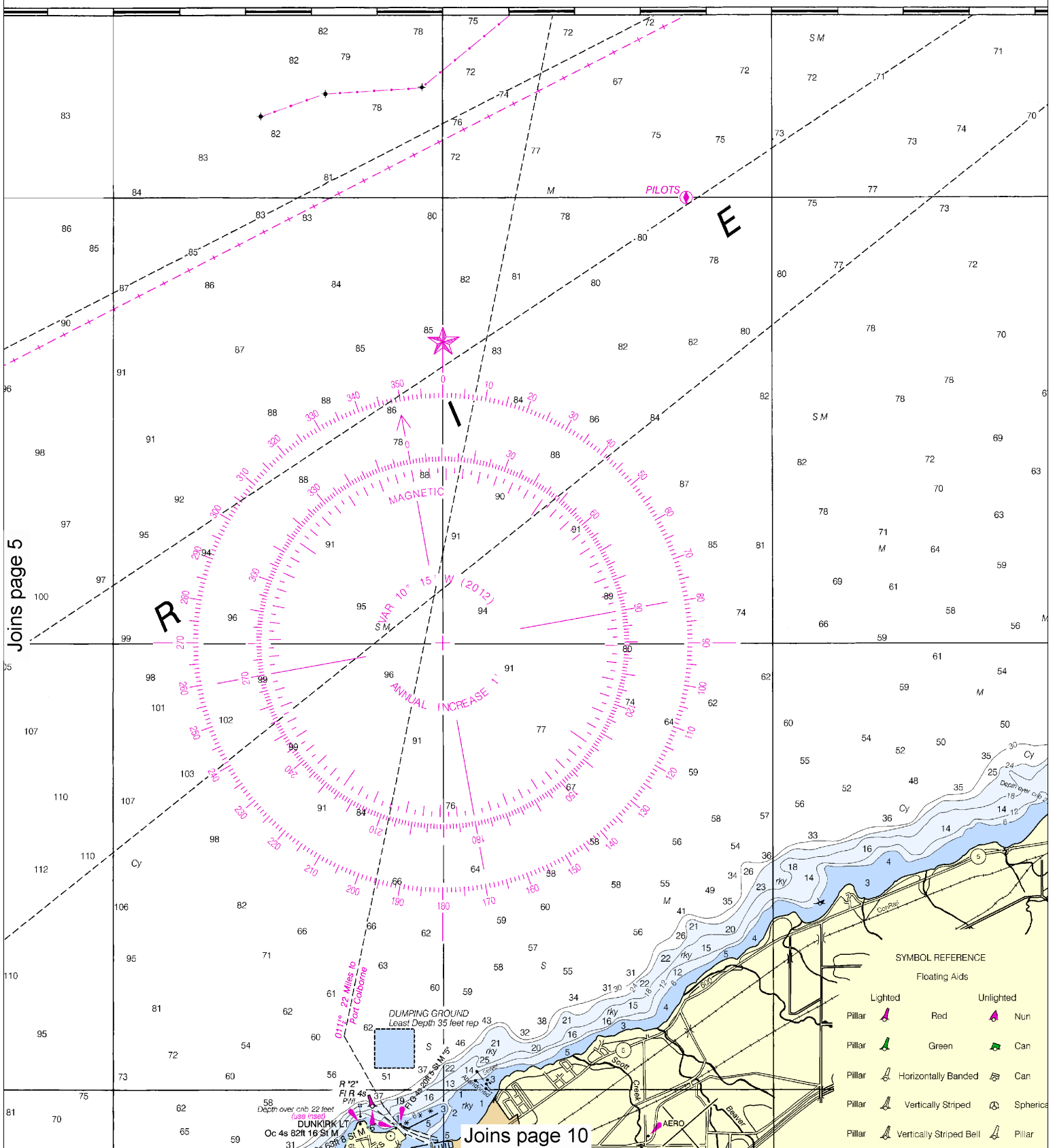
25'

79°20'

15'

JOINS CHART 14622

Joins page 5

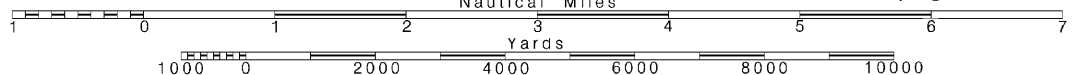


Joins page 10

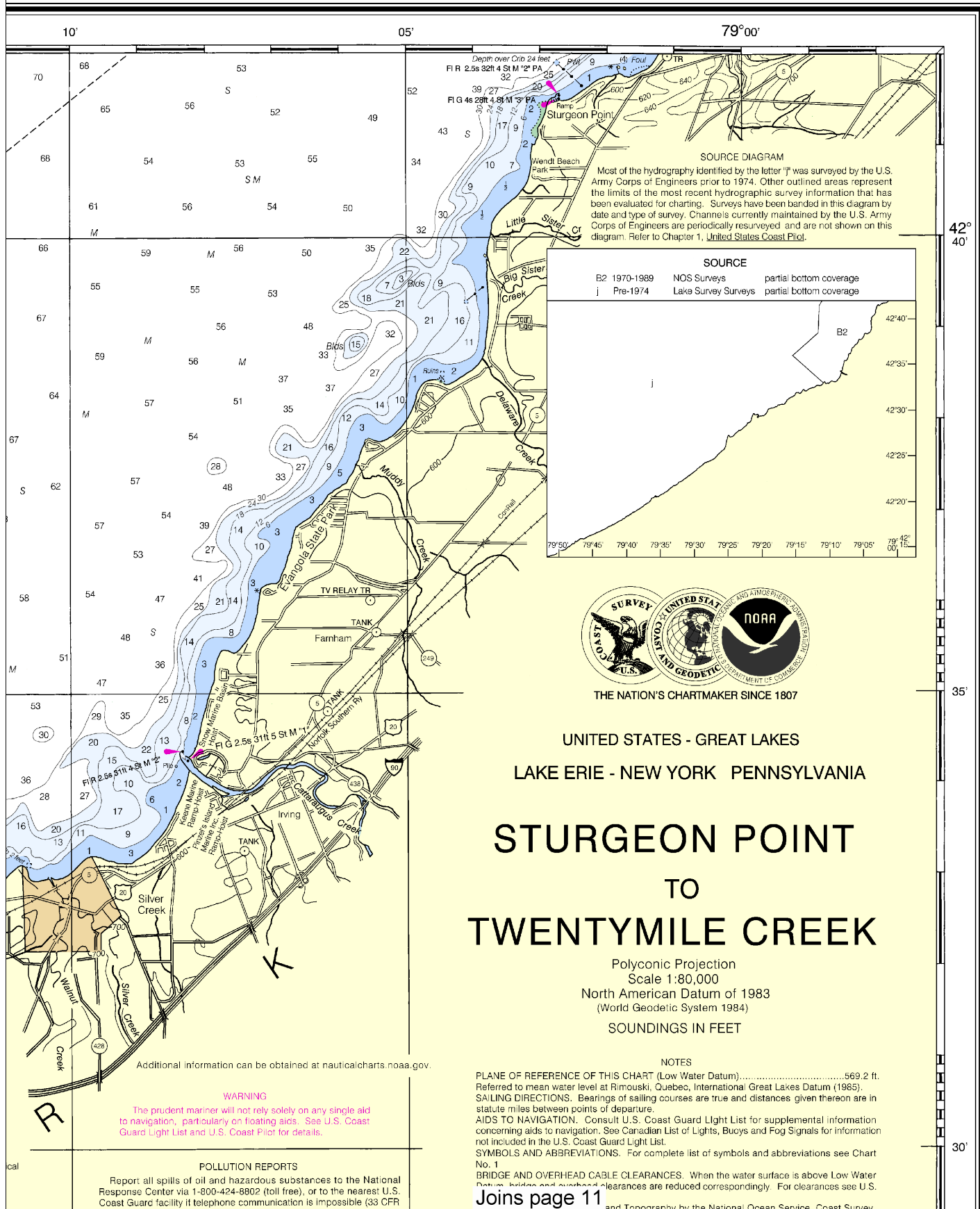
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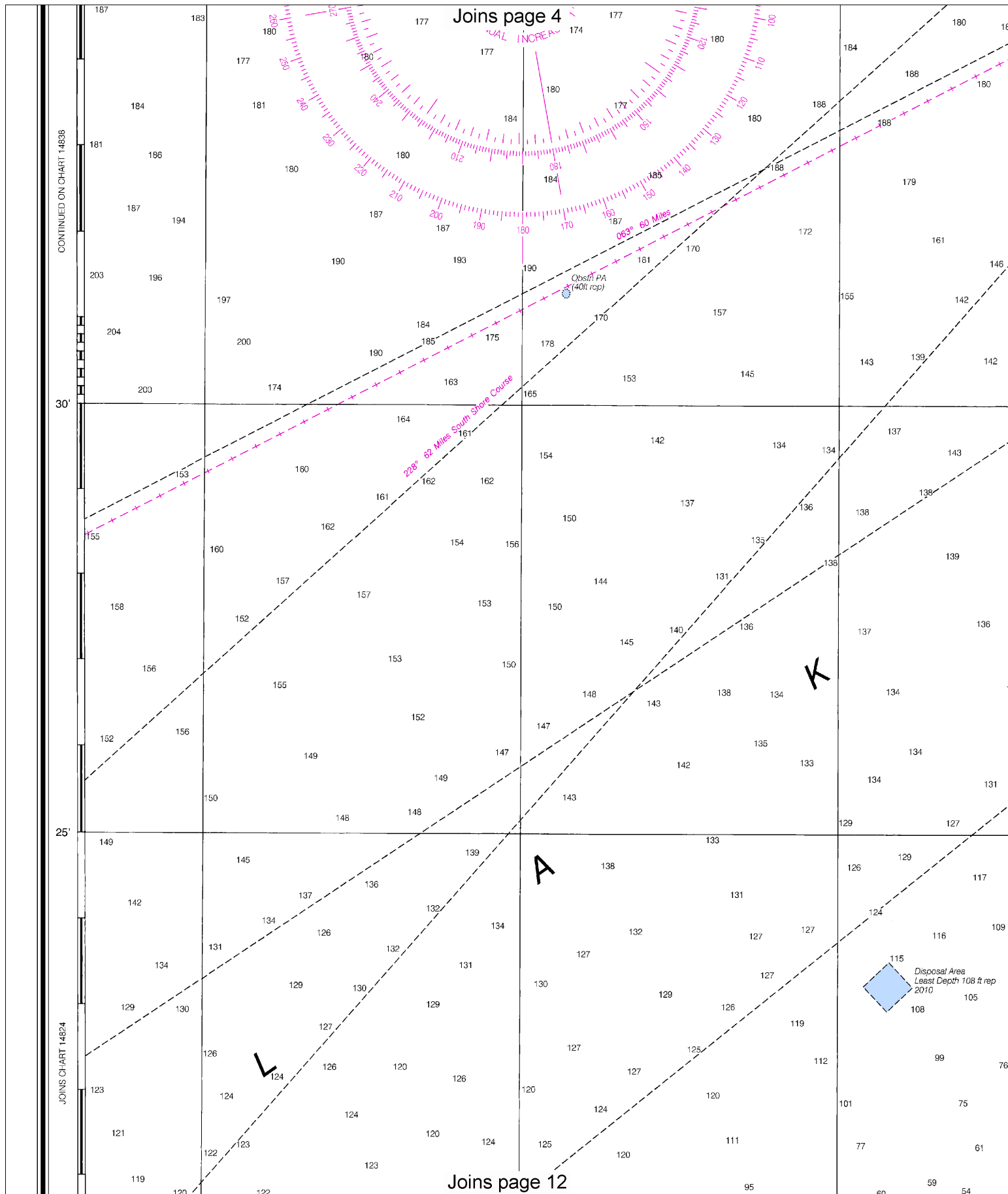
SCALE 1:80,000  
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.





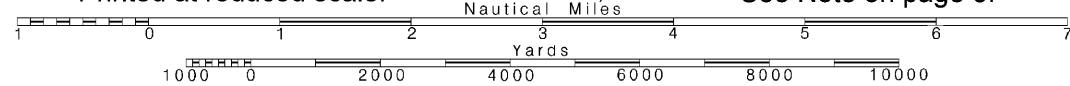
8

Note: Chart grid lines are aligned with true north.

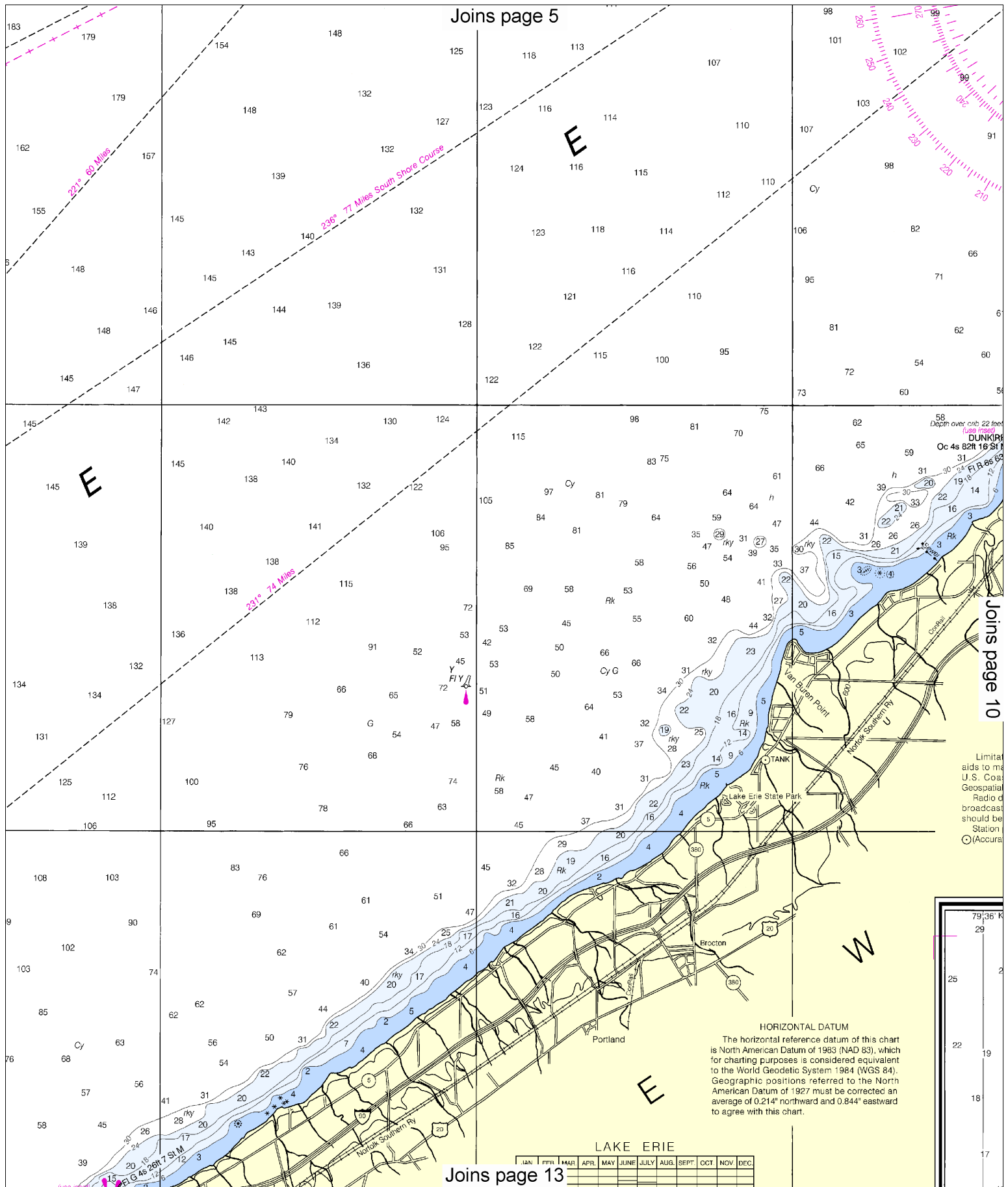
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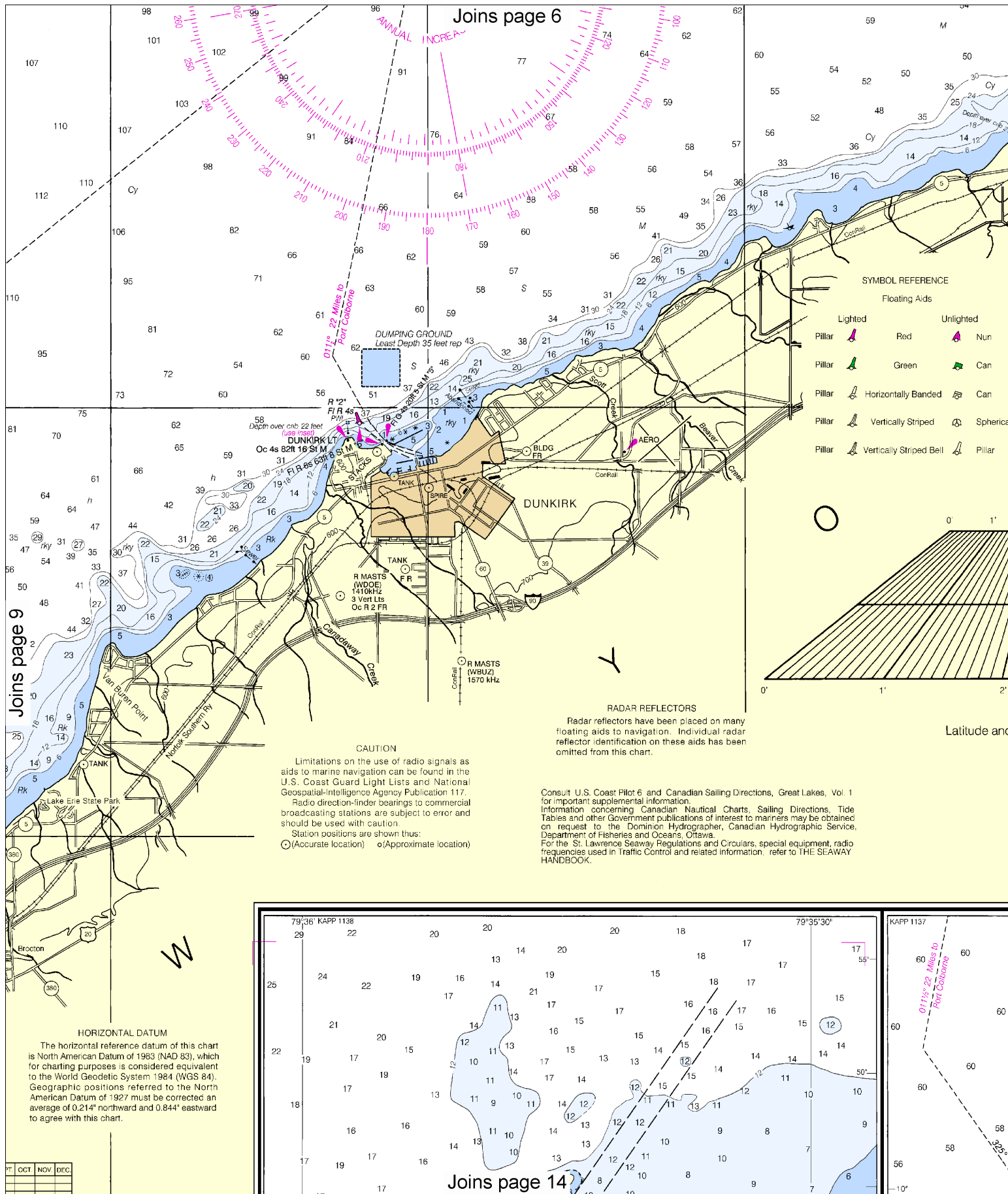
SCALE 1:80,000  
Nautical Miles

See Note on page 5.







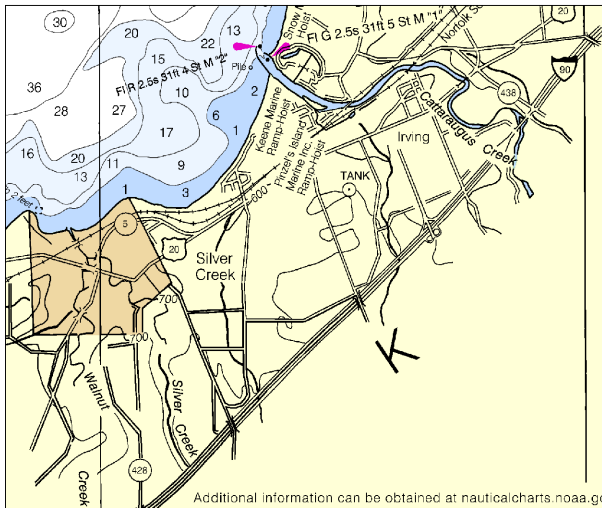


Joins page 7 ID STATES - GREAT LAKES

LAKE ERIE - NEW YORK PENNSYLVANIA

# STURGEON POINT TO TWENTYMILE CREEK

Polyconic Projection  
Scale 1:80,000  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FEET



Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

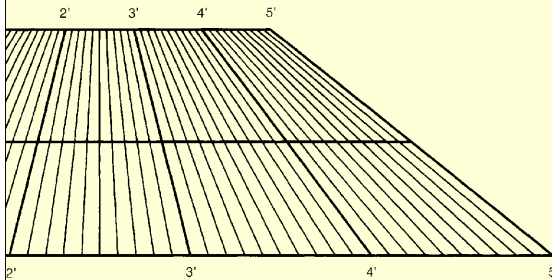
## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## POLLUTION REPORTS

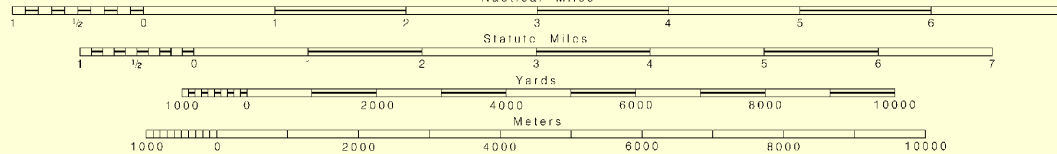
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.



and Longitude Plotting Interpolator

SCALE 1:80,000  
Nautical Miles



## NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....569.2 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

## CAUTION

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.

Refer to charted regulation section numbers.

P Pump-out facilities

## CAUTION

### POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

## DUNKIRK HARBOR

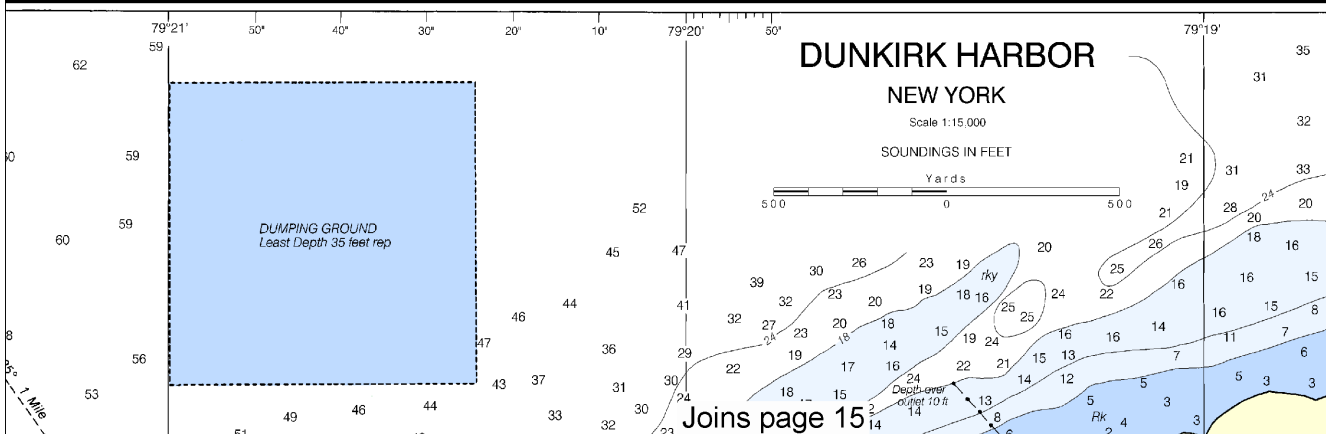
NEW YORK

Scale 1:15,000

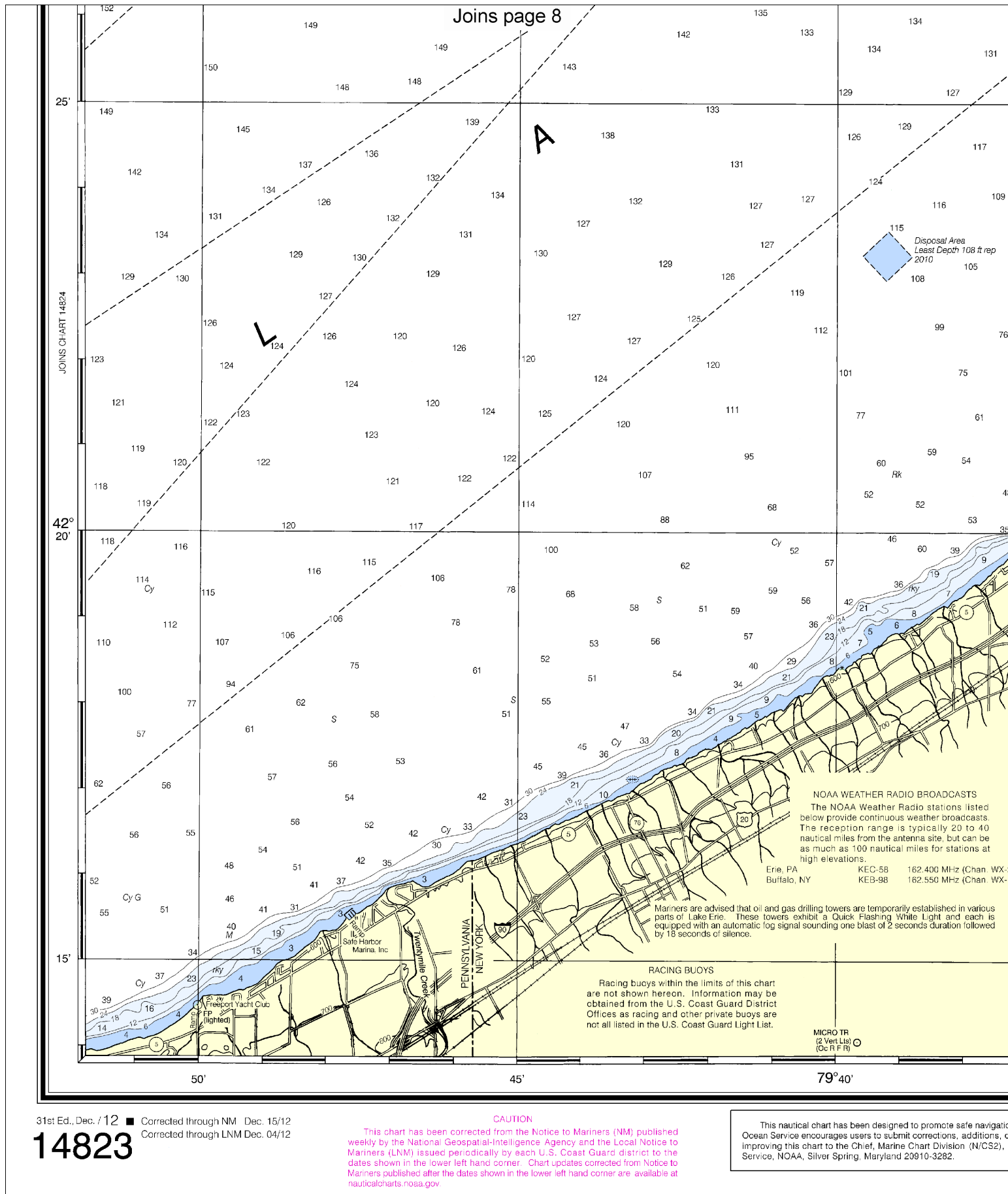
SOUNDINGS IN FEET

Yards

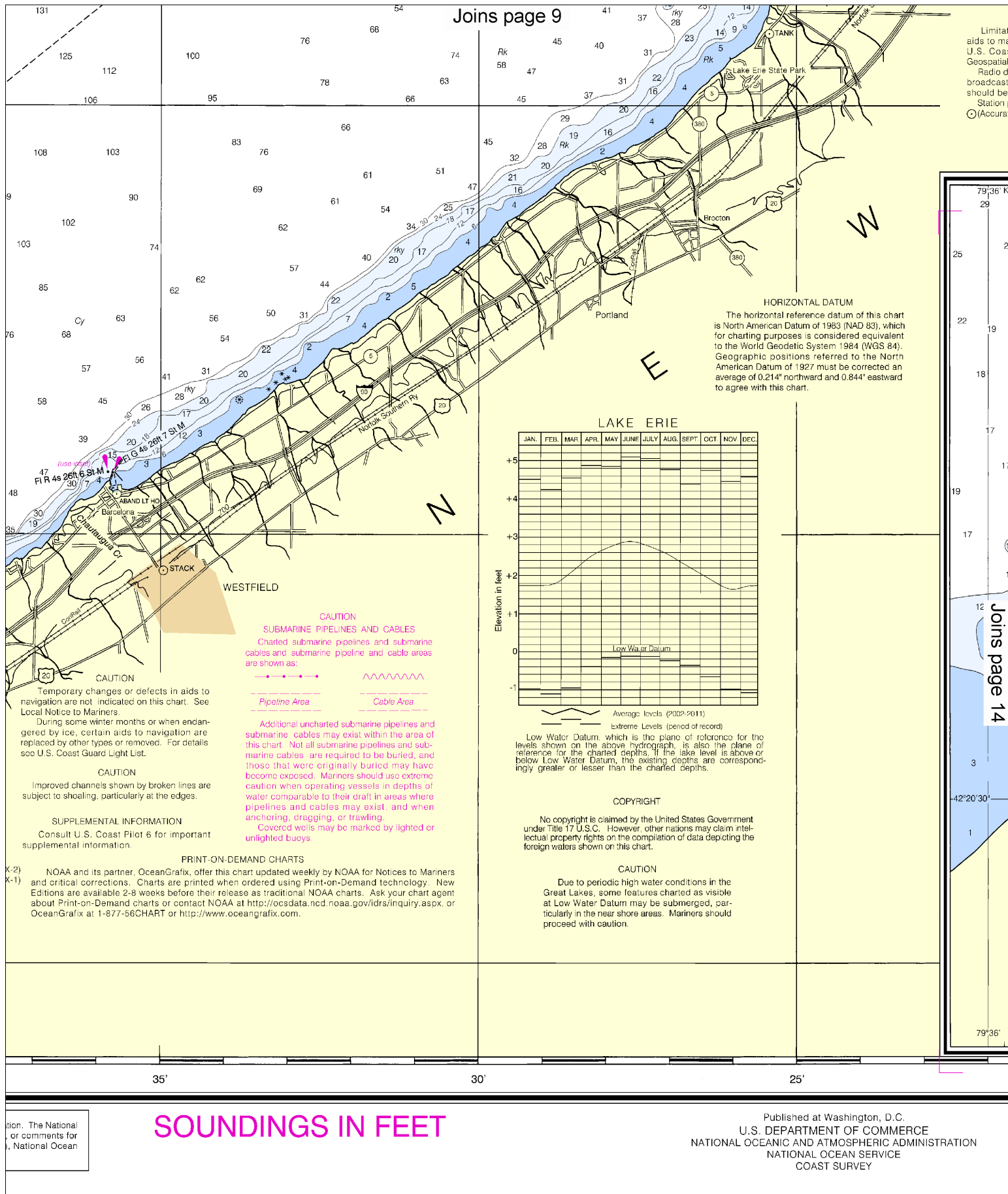
500 0 500



Joins page 15







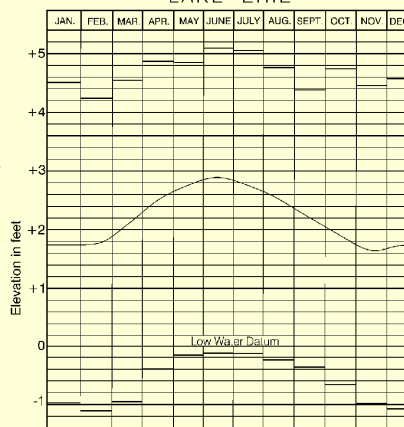
Joins page 9

Limitations to the use of this chart are given in the U.S. Coast Geospatial Notice to Mariners. Radio of broadcast should be Station (Accuracy)

#### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.214" northward and 0.844" eastward to agree with this chart.

#### LAKE ERIE



Average Levels (2002-2011)  
Extreme Levels (period of record)  
Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

#### COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

#### CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

#### CAUTION

##### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Pipeline Area



Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

#### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

#### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

#### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

#### PRINT-ON-DEMAND CHARTS

X-2) NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://oosdata.nod.noaa.gov/ids/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

tion. The National or comments for ), National Ocean

SOUNDINGS IN FEET

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY





SCALE 1:80,000  
Nautical Miles

Statute Miles

Yards

Meters

# DUNKIRK HARBOR

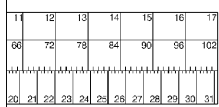
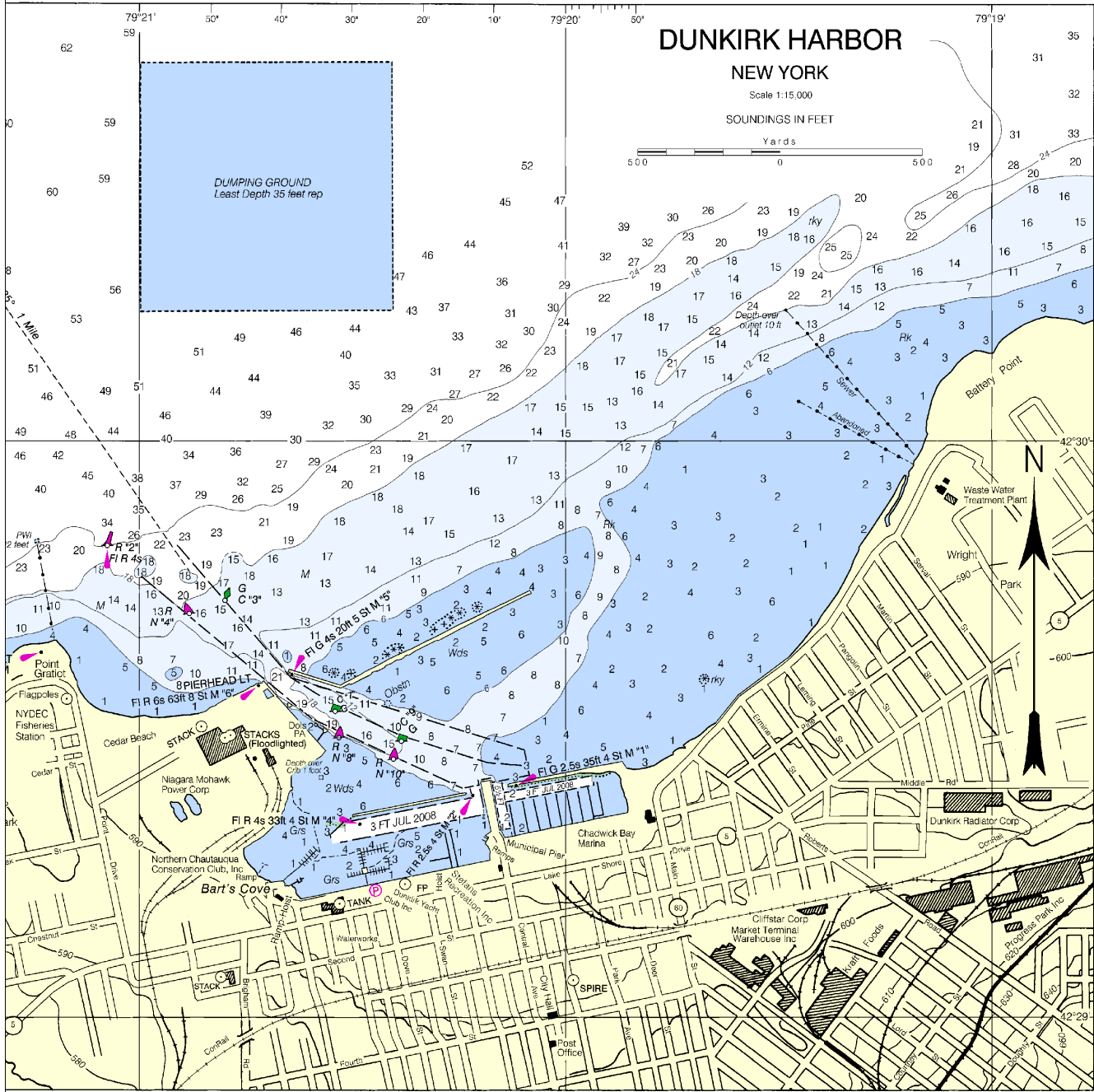
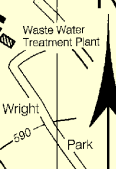
NEW YORK

Scale 1:15,000

SOUNDINGS IN FEET

Yards

DUMPING GROUND  
Least Depth 35 feet rep



Sturgeon Point to Twentymile Creek  
SOUNDINGS IN FEET - SCALE 1:80,000

14823



ED NO. 31



NSN 7642014010574  
NGA REFERENCE NO. 14XCO14823



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	— <a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	— <a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	— <a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	— <a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	— <a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	— <a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	— <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	— <a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	— <a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	— <a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	— <a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	— <a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	— <a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	— <a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker